

# BookletChart™

## Mitrofanía Bay and Kuiukta Bay

NOAA Chart 16561

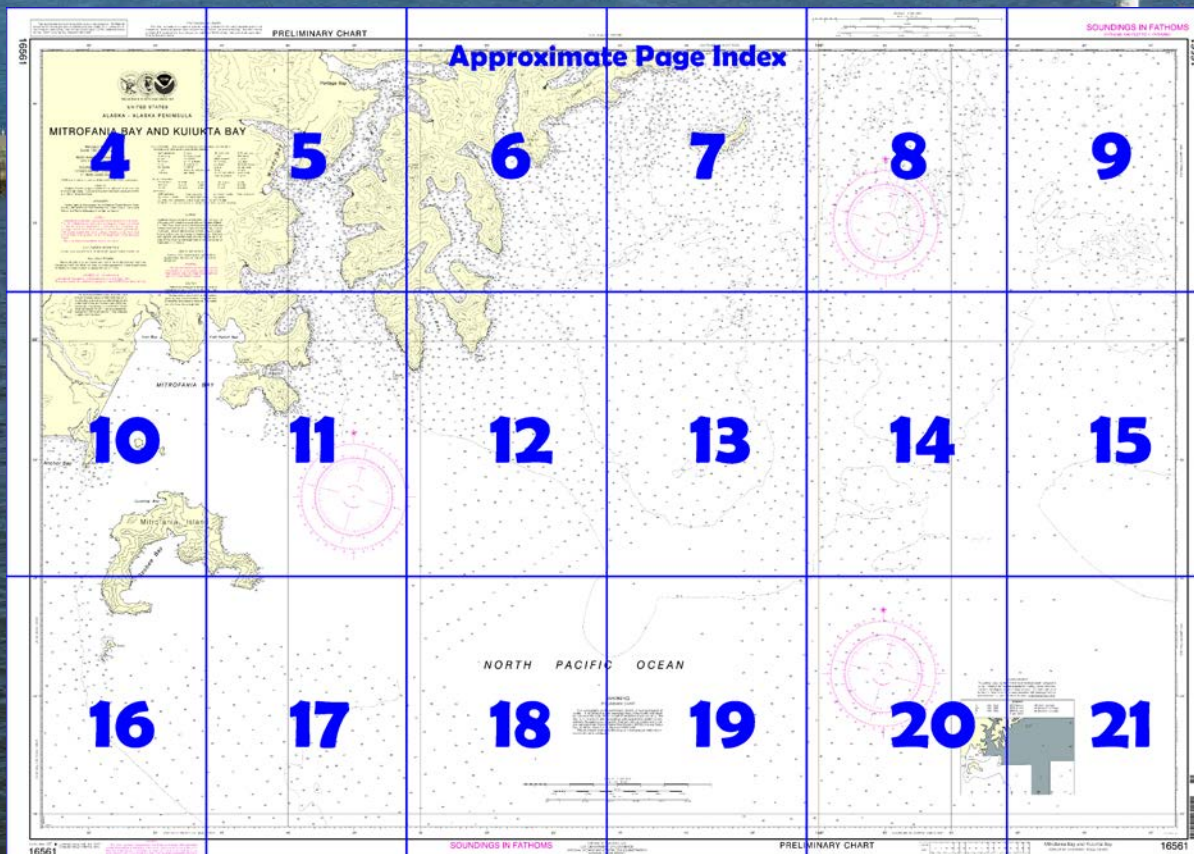


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

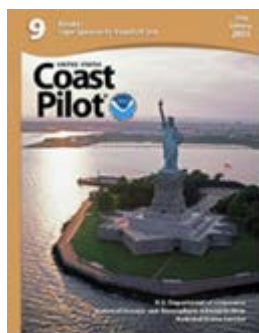
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16561>.



#### (Selected Excerpts from Coast Pilot)

**Devils Bay**, 15 miles SSW of Castle Cape, has a wide deep entrance about midway between Warner Bay and Seal Cape. The N side of the entrance is marked by a high, detached pinnacle rock, close to the point of a narrow peninsula that has precipitous rocky cliffs and high rugged peaks. About 1.5 miles inside the entrance, the bay divides into two main parts, one extends NW 2 miles, with three small arms at its head, the other, in the form of a hook,

extends SW 1.5 miles, then SE for about 1 mile.

The main portion and center arm of the N part of the bay are too deep for anchoring. The NE and W arms of the N part of the bay may be

suitable for anchoring. In the hook-shaped S part of the bay is a small bight at the head of the first arm, that trends S. Anchorage, with restricted swinging room, can be had 400 to 600 yards from the head of the small bight in 16 to 19 fathoms, mud bottom.

During periods of SW and NW weather, no williwaws were experienced in this anchorage, and during fresh NE weather only moderate williwaws were encountered. No sea or swell entered the anchorage during this storm, although the seas and swell were heavy outside. The anchorage was not tried during SE weather.

The SE arm of the hook-shaped S part of the bay was found too deep for anchorage. At the head of this arm are large sections of flat shale spits, formed by rockslides from sheer cliffs that rise from the shoreline to a high rock-faced ridge with many towering pinnacle tips. The pinnacle tips and the sheer wall of this ridge present a very striking formation upon entering this arm of the bay.

**Seal Cape** (56°00.0'N., 158°25.0'W.) and Cape Ikti are twin headlands on the Alaska Peninsula, 2.5 miles apart, each having high rugged peaks, jagged ridges, and sheer rock cliff shorelines. Seal Cape, 13 miles SW of Chankliut Island, is the most off-lying tangent as seen from the channel between Chankliut Island and Castle Cape. From the same direction the summit of a 2,074-foot-high narrow ridge, about 0.6 mile inside the tangent of the cape, appears as a very sharp peak. A breaker is 0.2 mile off the S end of Seal Cape.

**Cape Ikti**, W of Seal Cape, marks the E side of the entrance to Kuiukta Bay. Numerous knife-edged pinnacles are very close alongshore near the end of Cape Ikti. A prominent high peak, 2,281 feet, is about 2 miles from the point of the cape.

**Seal Bay**, between Seal Cape and Cape Ikti, extends N for 3 miles. The open bay is generally deep and marked by extensive kelp in its NE portion. Anchoring depths for small craft can be found close under the shore in the NW part of the bay, however, it is wide open to all swell and sea and not recommended.

**Kuiukta Bay** extends 14 miles inland and has 11 arms or bays of various sizes and shapes, 6 on the E side and 5 on the W side. Its shores, especially for the first 9 miles, are extremely precipitous, and have striking bare cliffs of great height, in contrasting shades of gray, red, brown, and black. The rocks appear to be well metamorphosed. A prominent band of black rock, resembling a lava flow, is on the E shore 4.8 miles NW from Cape Ikti, or just N from the prominent point marking the N side of the entrance to the first arm on the E side of the bay. A very prominent triangular-shaped high vertical cliff, dark brown in color, with irregular streaks of light color rock across its face, is directly ahead about 6.5 miles upon entering the bay from the SE.

**Kuiukta Bay** entrance, 5 miles wide, is between Cape Ikti on the E and the sharp E point of an unnamed double headland on the W. This double headland marks the N side of the entrance to Mitrofan Bay. From midchannel at the entrance, Kuiukta Bay trends NNW for 4.5 miles where it narrows to a width of 2 miles, thence NW for another 4.5 miles at an average width of 2 miles, and thence NE at an average width of 1 mile, interspersed by a few small islets, for about 5 miles to the head of the bay, where arms spread out to the E and W. The bay is a natural funnel for winds and is known as being one of the windiest bays in Alaska. The water off the entrance and in the lower part of the bay is subject to tide rips, especially during NW weather.

The water is generally deep close to shore throughout Kuiukta Bay and with few known exceptions in the arms leading from it.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

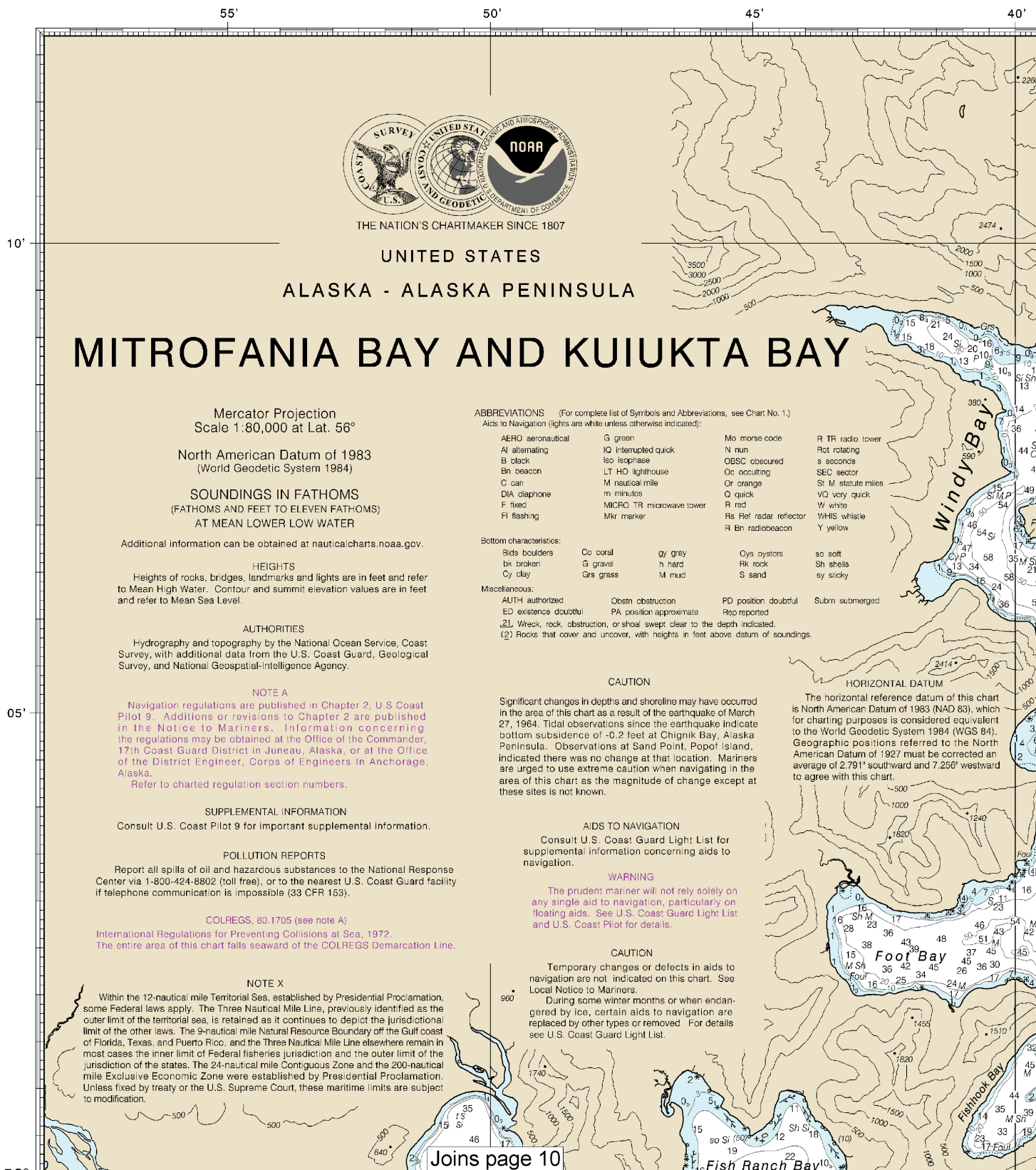


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>



16561



Joins page 10

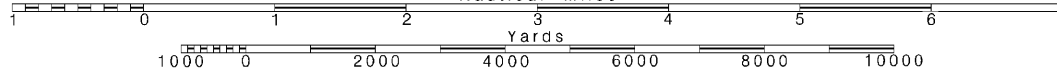
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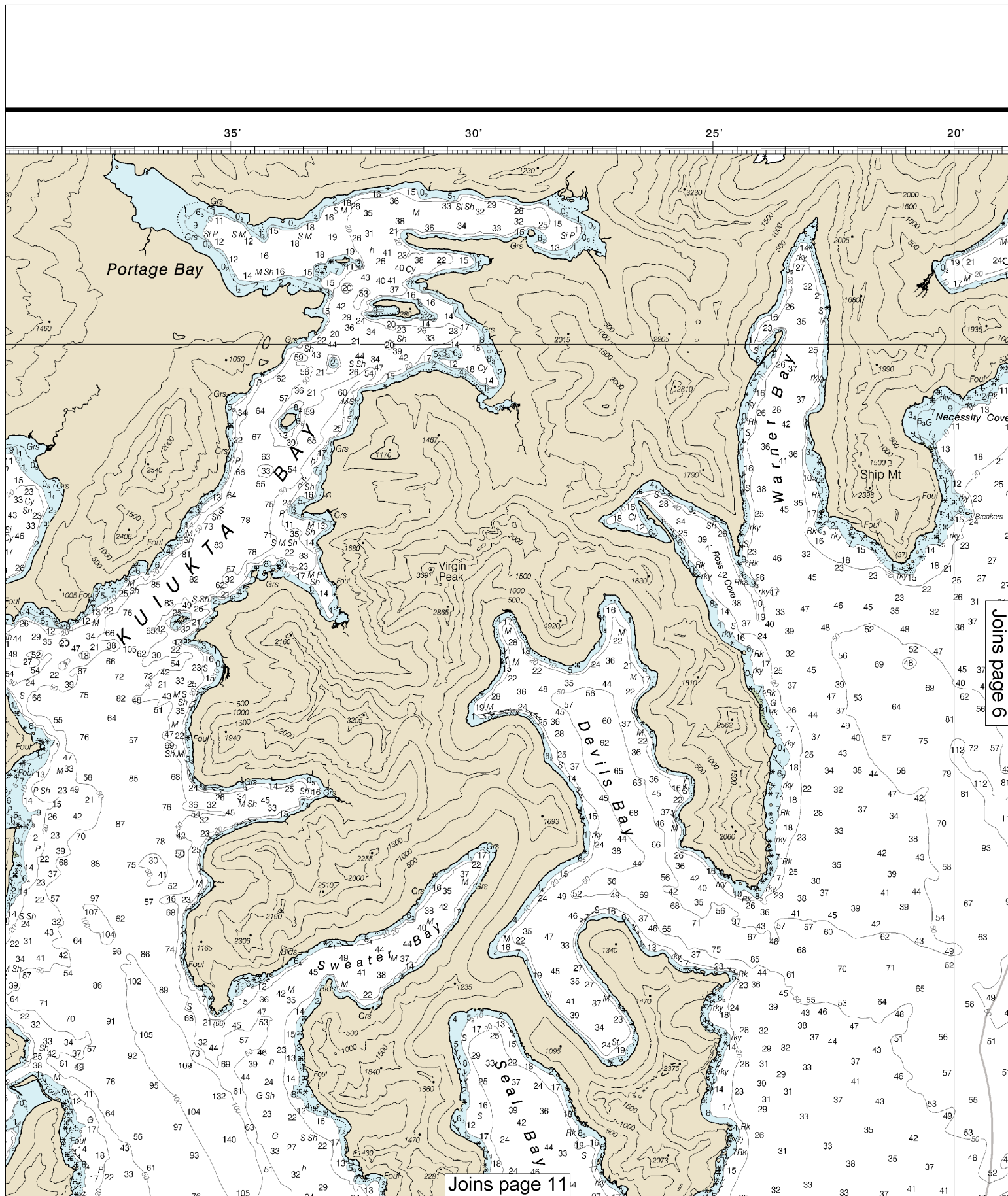
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

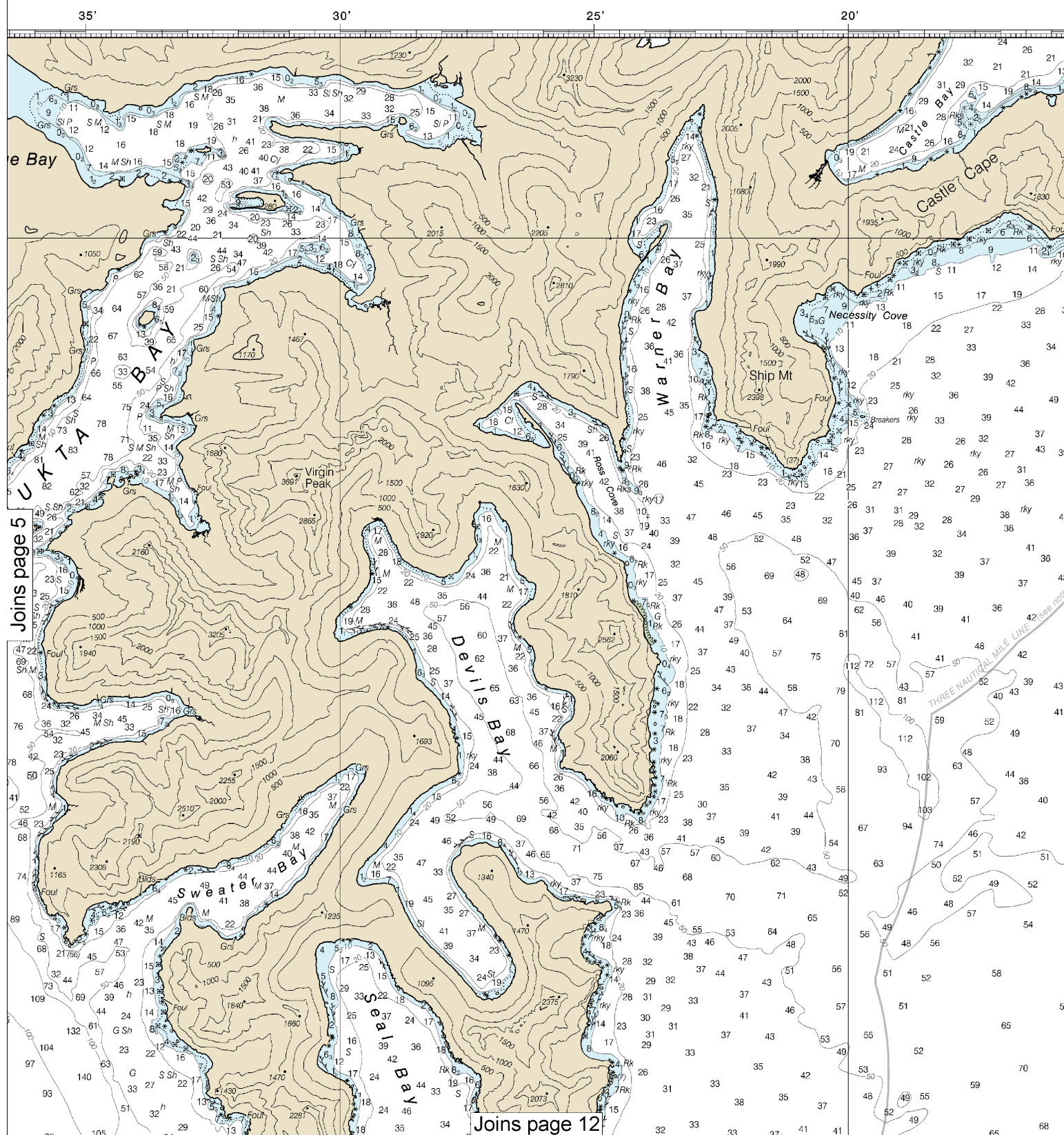
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Nautical Miles

See Note on page 5.





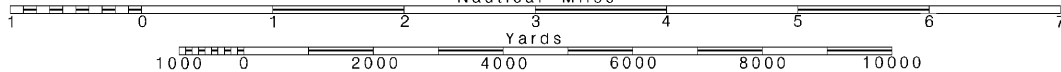
This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:106666. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.



Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

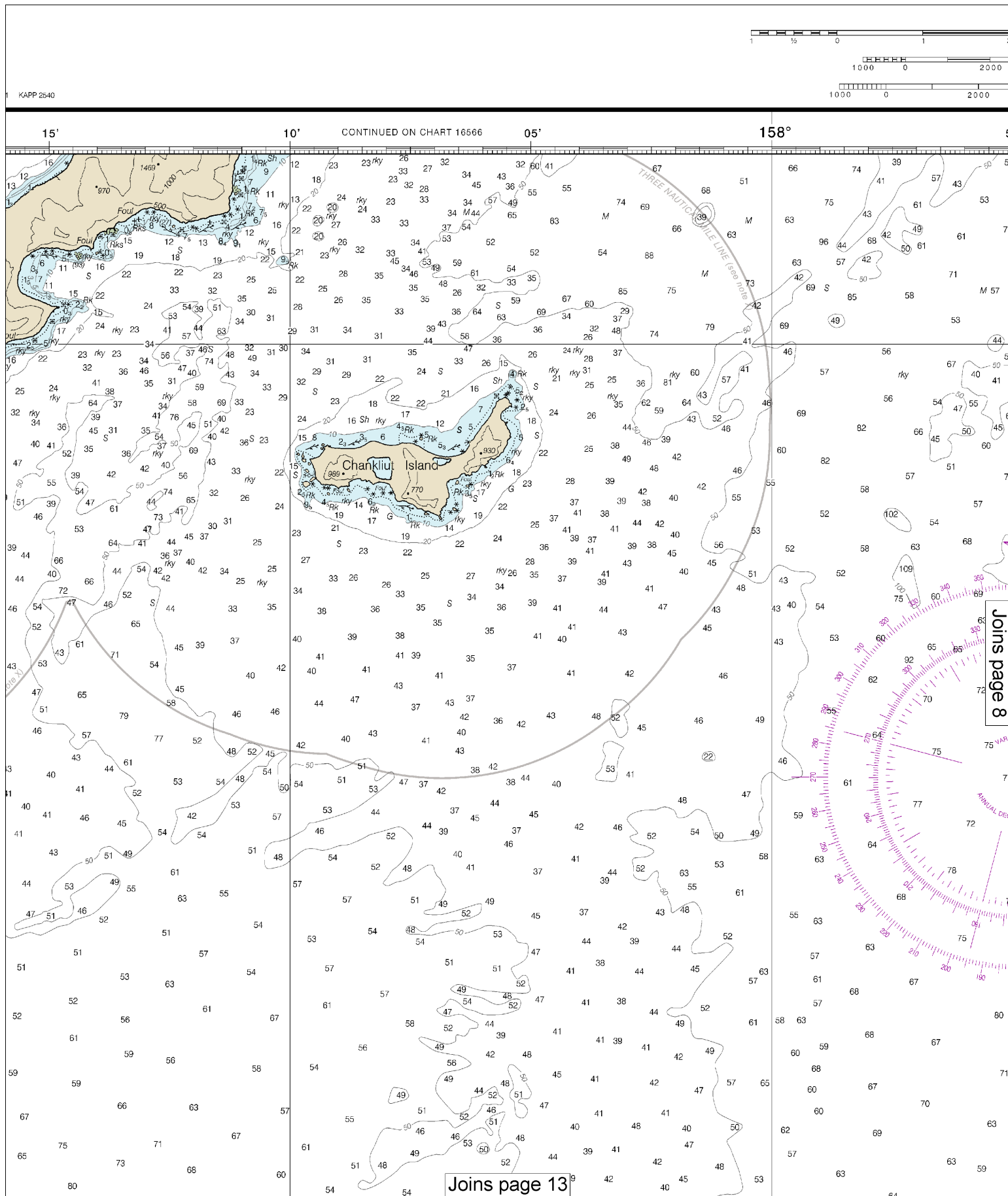
See Note on page 5.



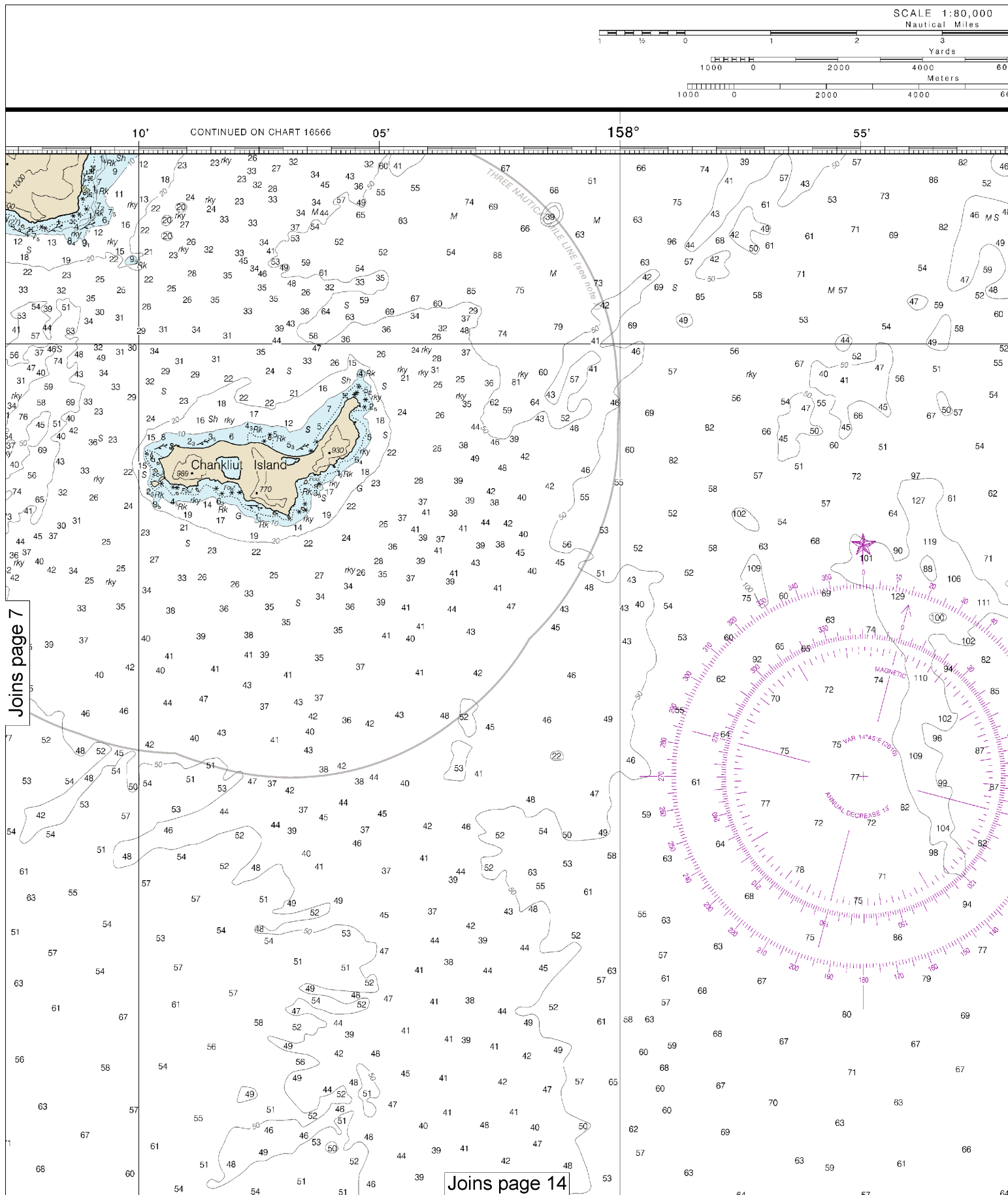
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Note: Chart grid  
lines are aligned  
with true north.

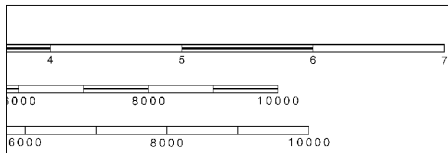




Last Correction: 5/11/2015. Cleared through:  
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

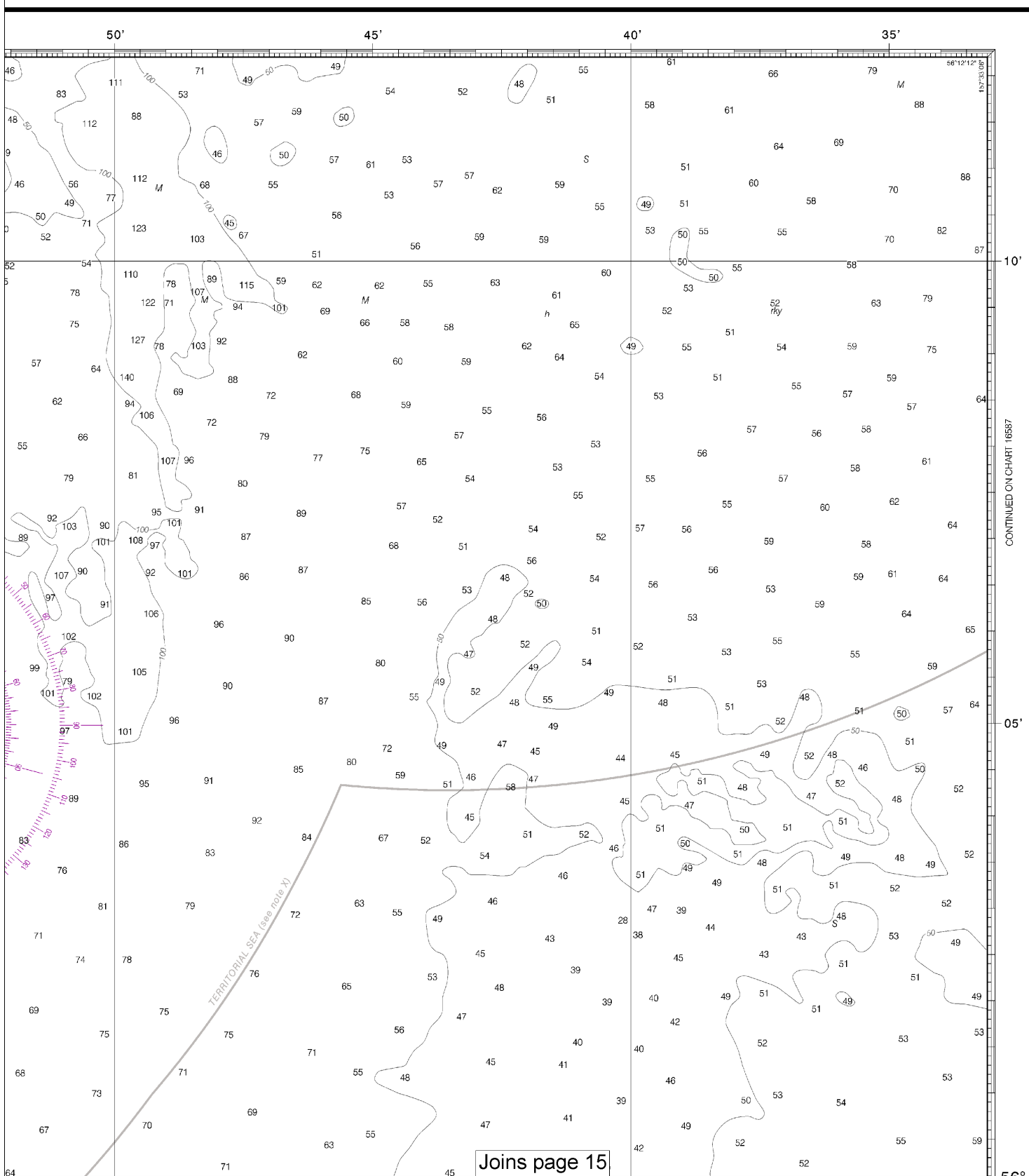






# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



Joins page 15

CONTINUED ON CHART 16587

16561

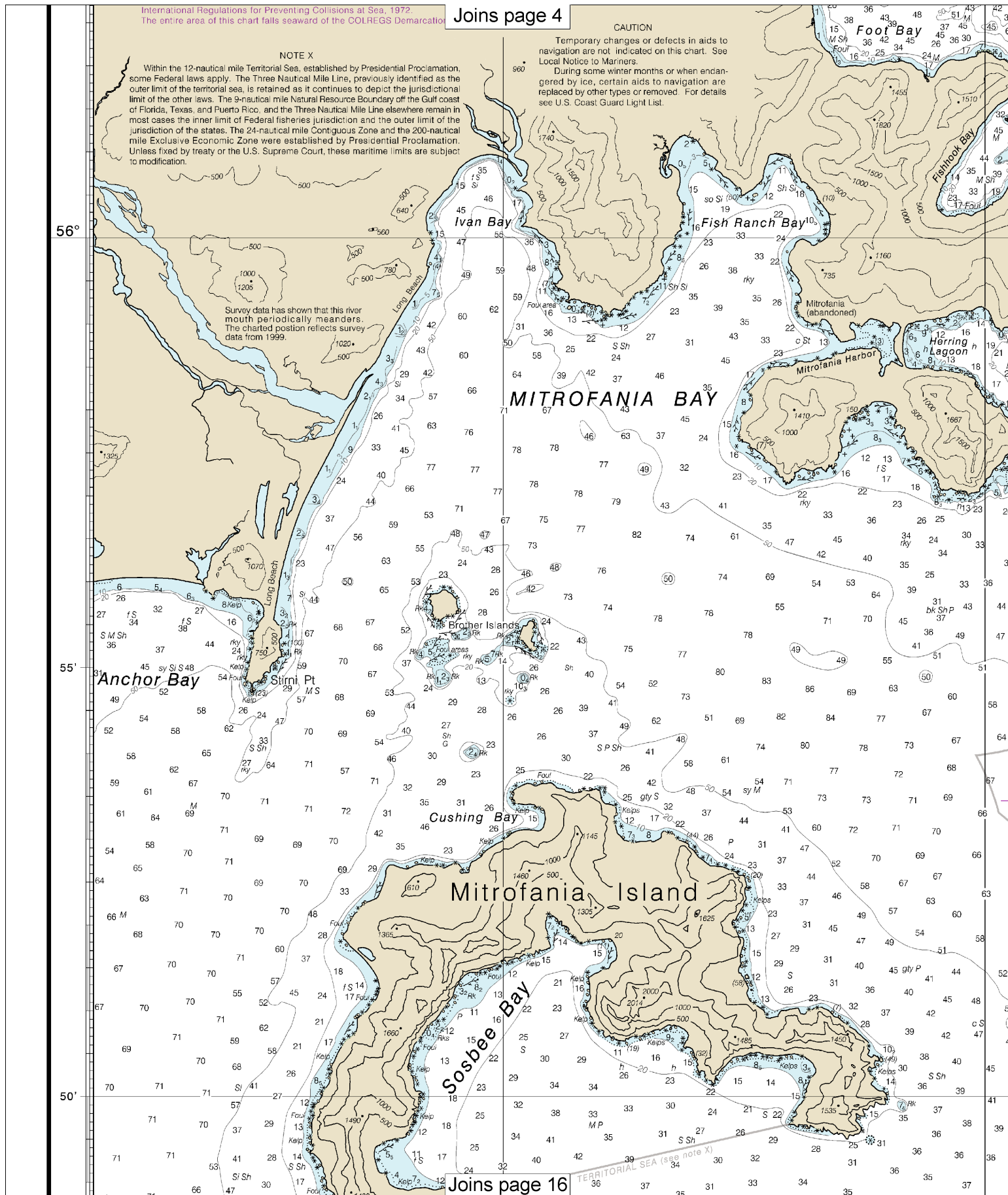
NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.  
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

Survey data has shown that this river mouth periodically meanders. The charted position reflects survey data from 1999.



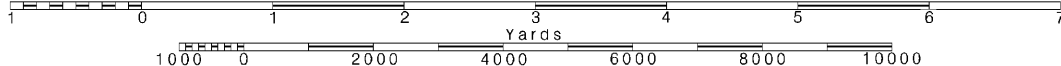
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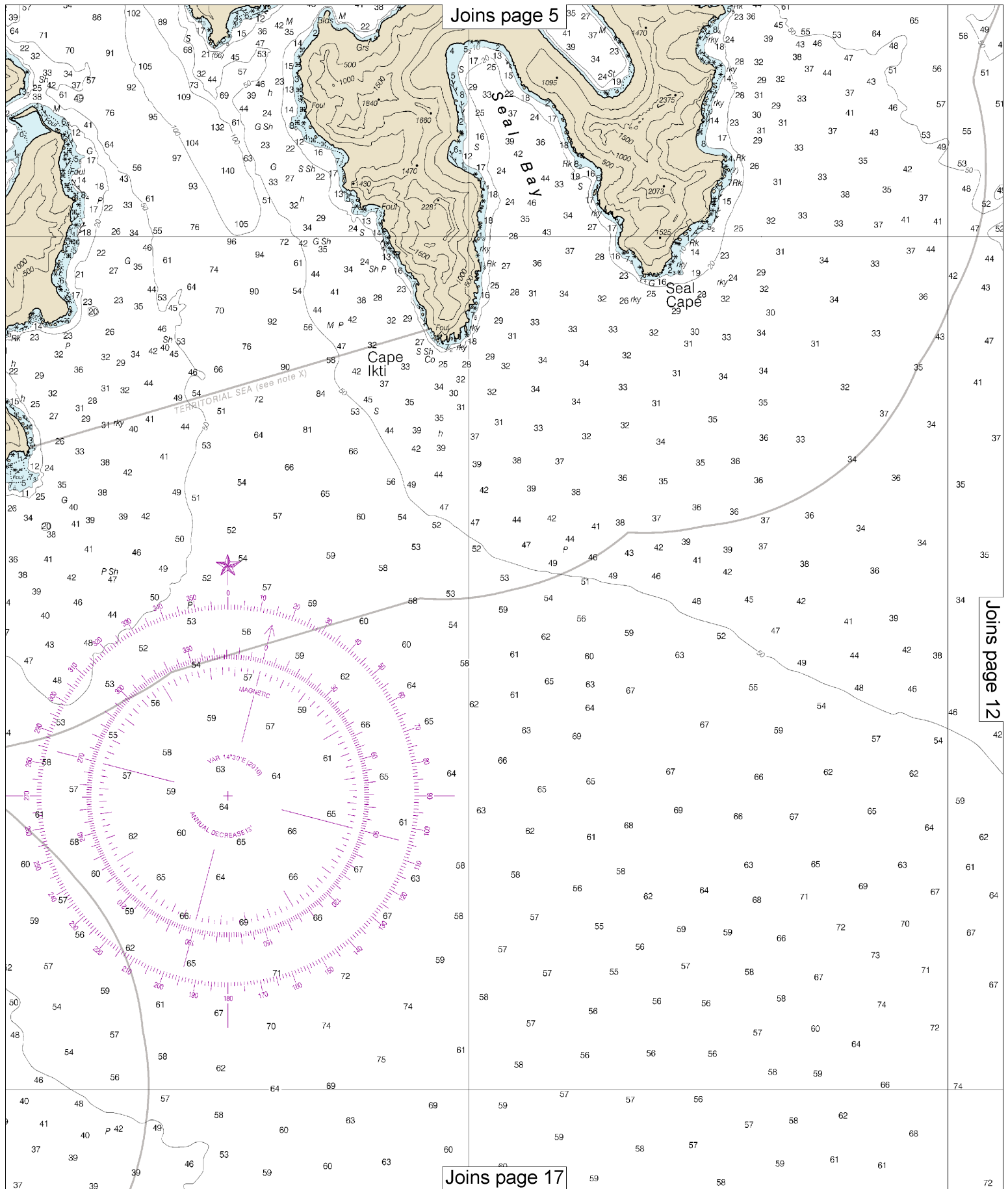
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Printed at reduced scale.

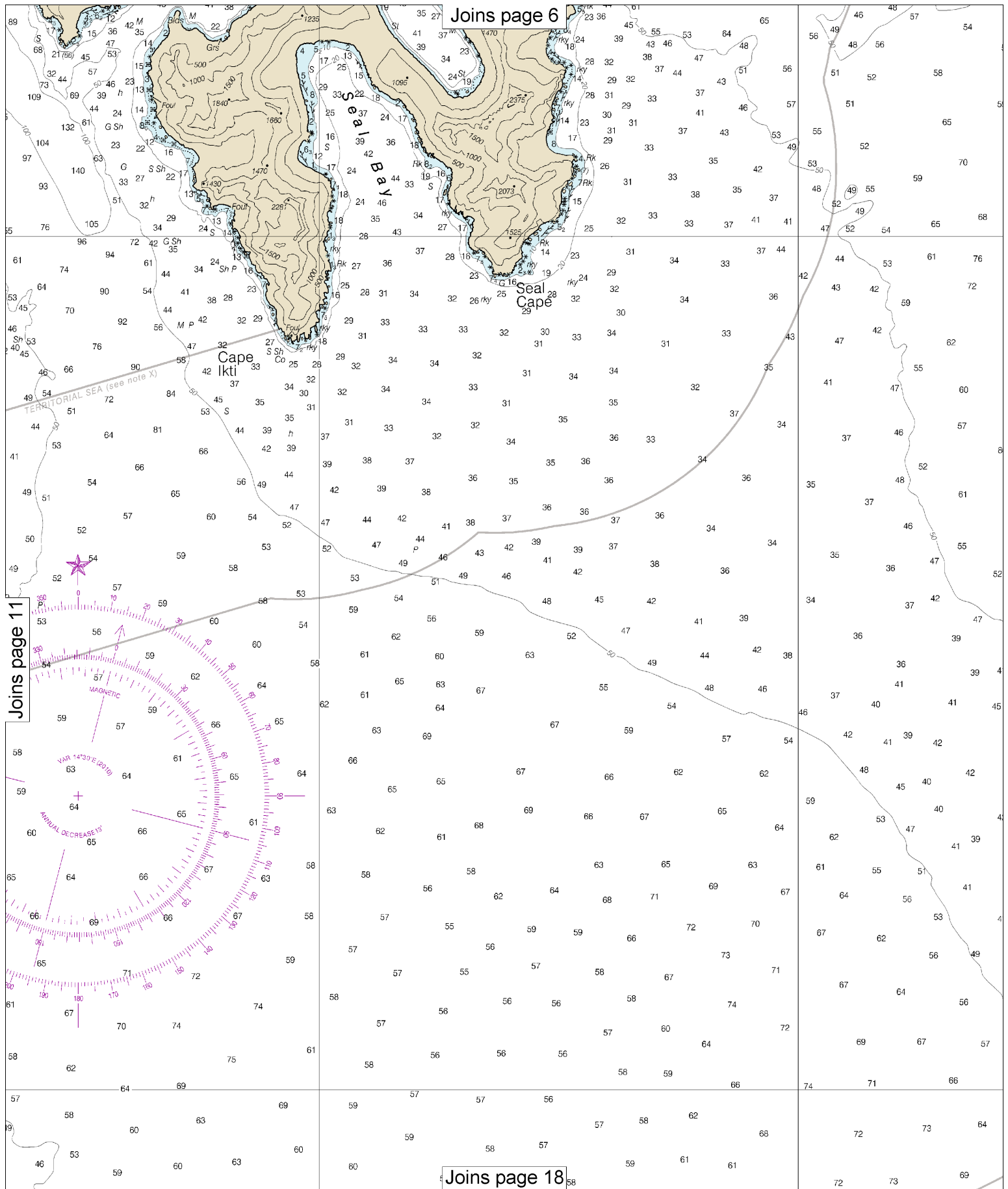
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Nautical Miles

See Note on page 5.









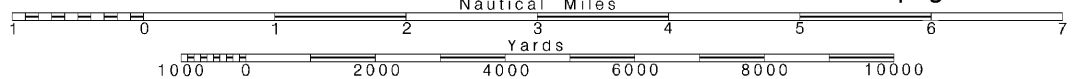
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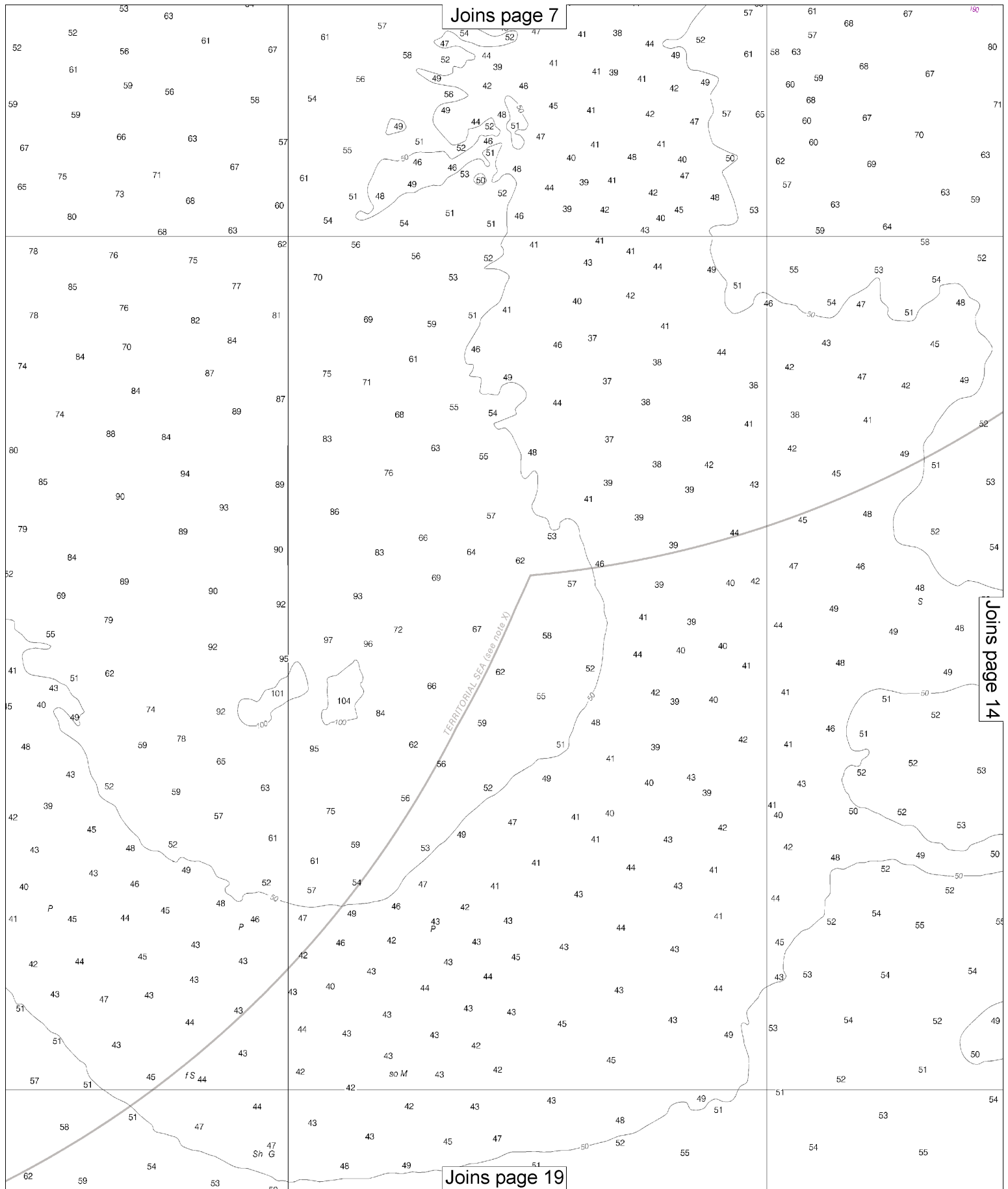
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.





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Joins page 13

**14**

Note: Chart grid lines are aligned with true north

Printed at reduced scale. — SCALE 1:80,000 —  
Nautical Miles  
Yards  
1000 0 2000 4000 6000 8000 10000

See Note on page 5.

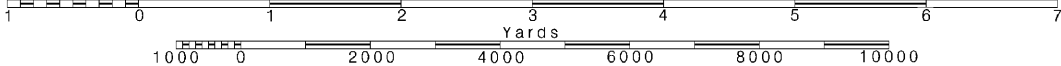
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Note: Chart grid lines are aligned with true north.

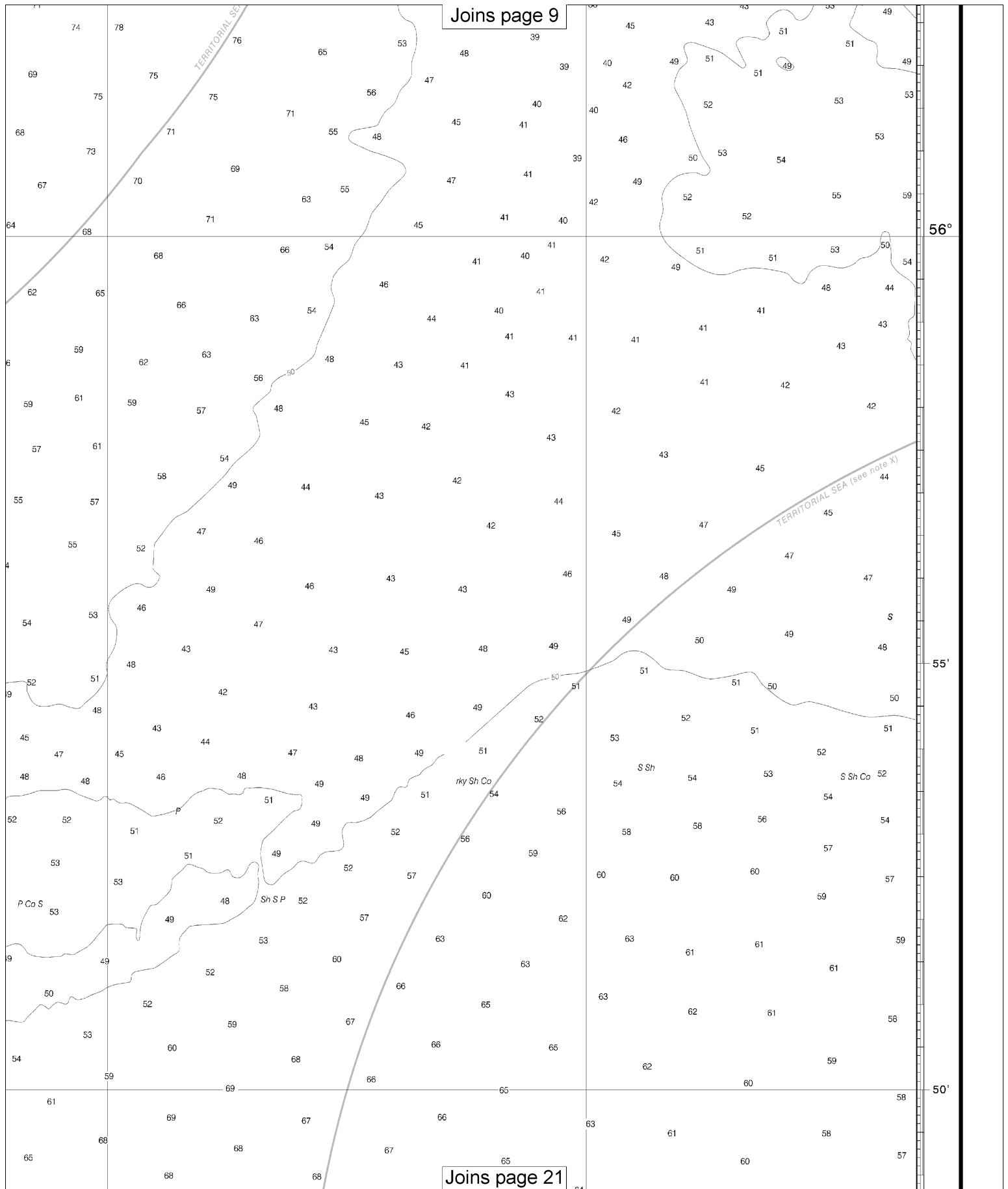
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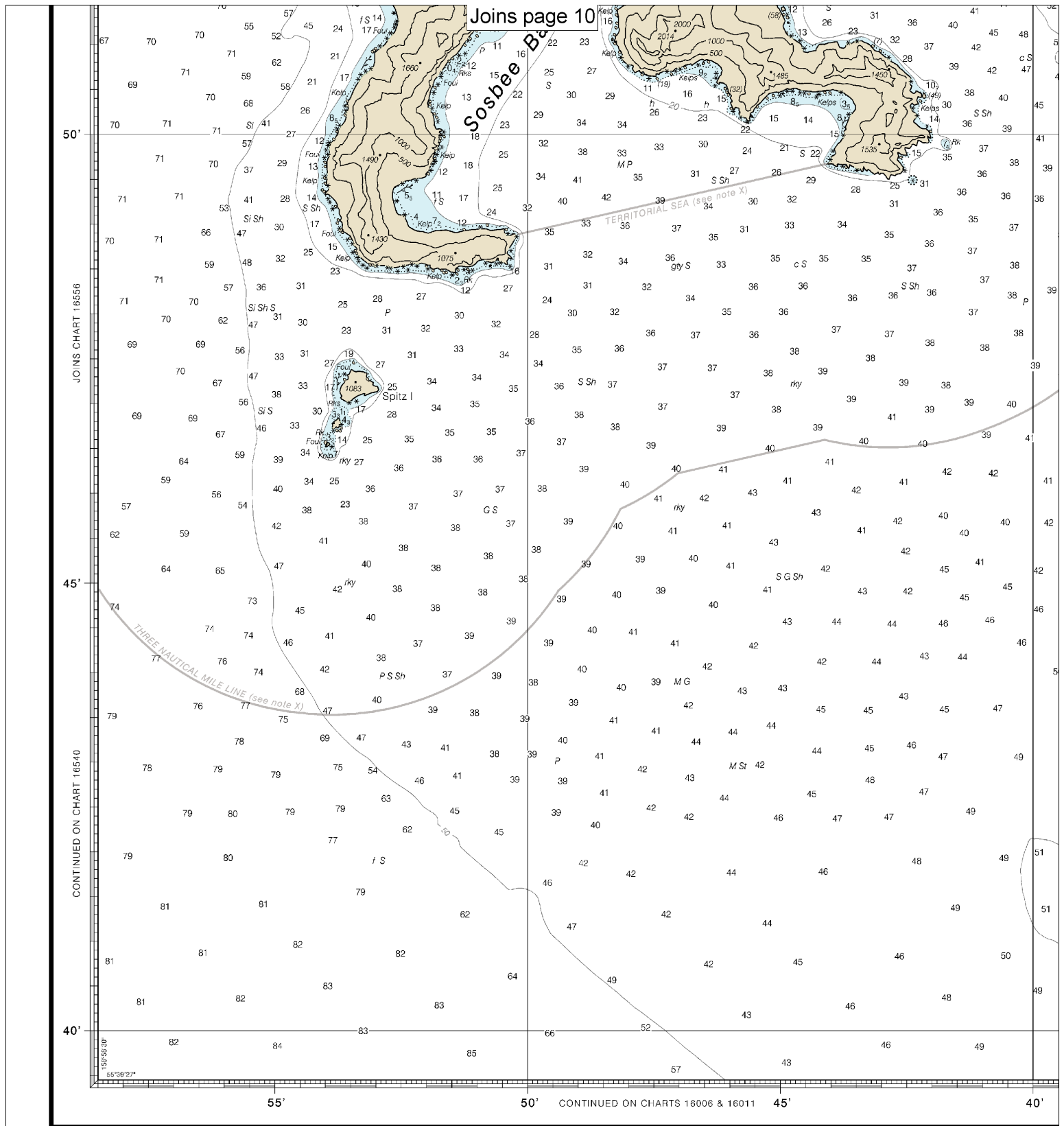
SCALE 1:80,000  
Nautical Miles

See Note on page 5.









4th Ed., Oct. 2010

**16561**

Last Correction: 5/11/2015. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

CAUTION  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

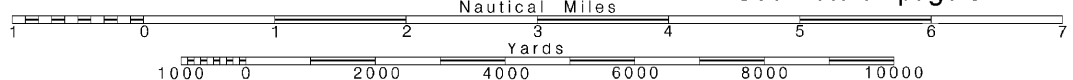
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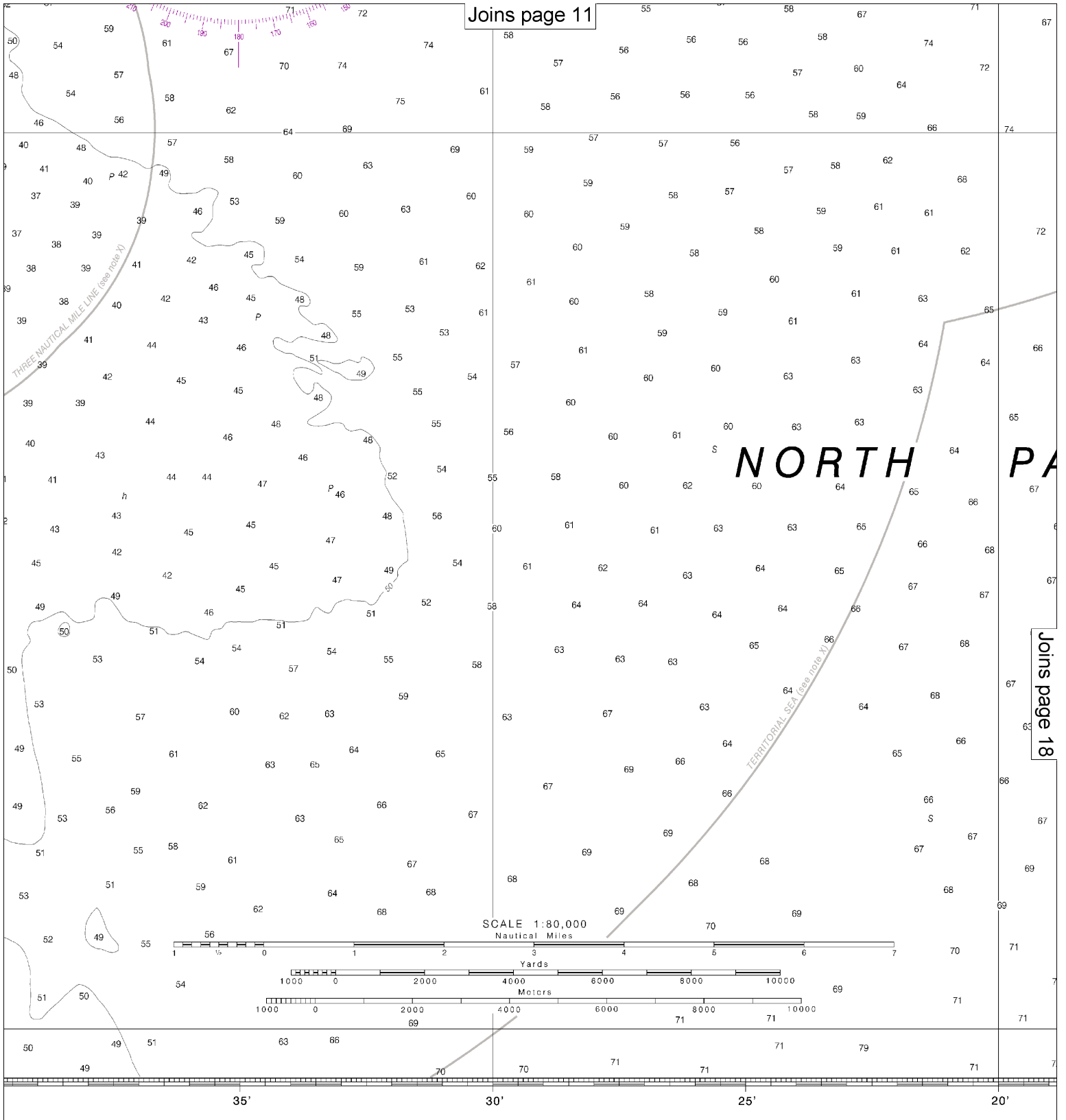
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Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

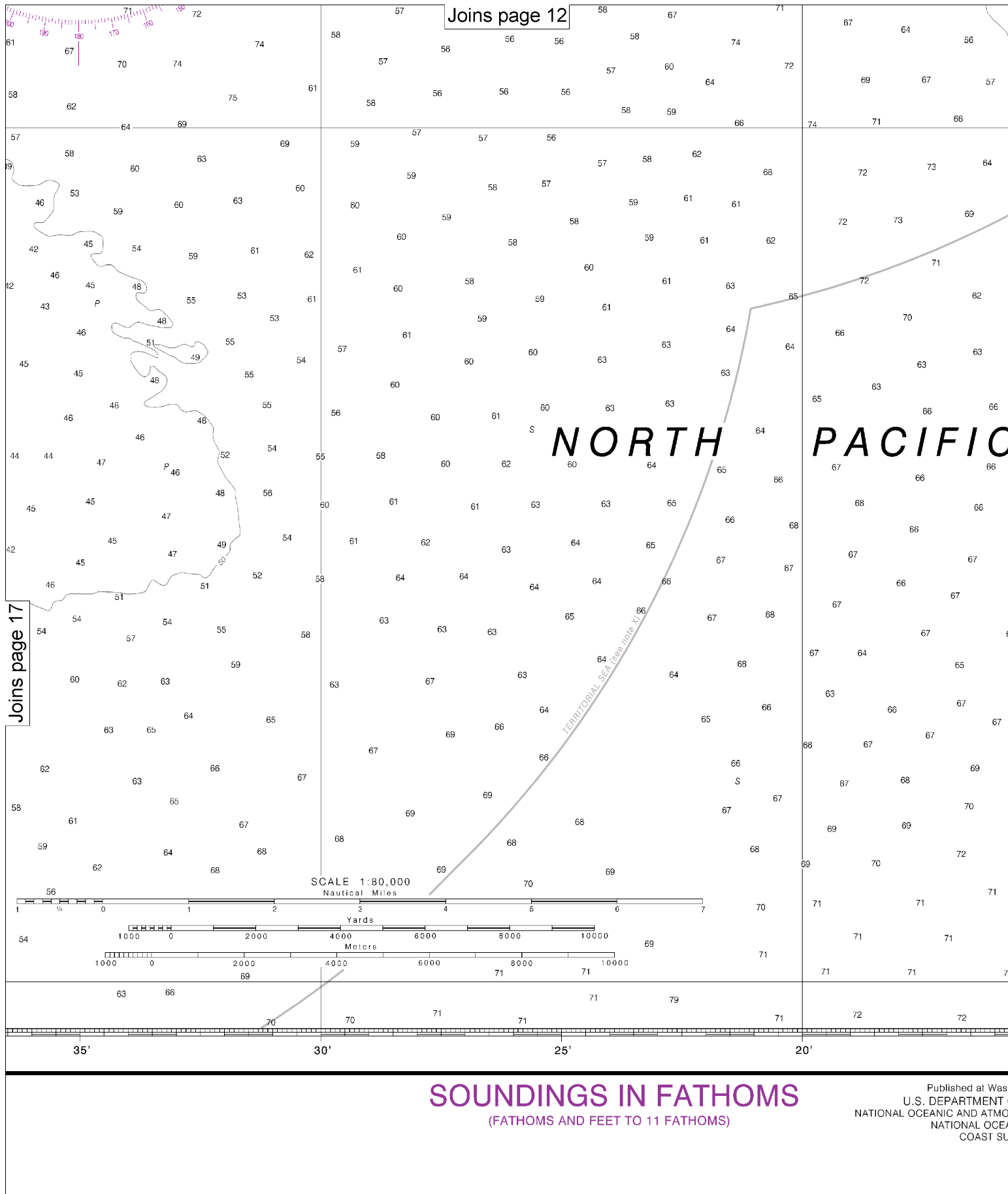
See Note on page 5.





**SOUNDINGS IN FATHOMS**  
(FATHOMS AND FEET TO 11 FATHOMS)





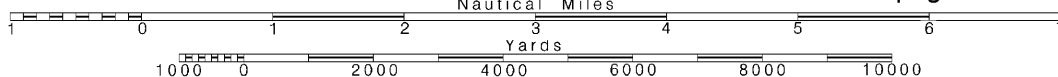
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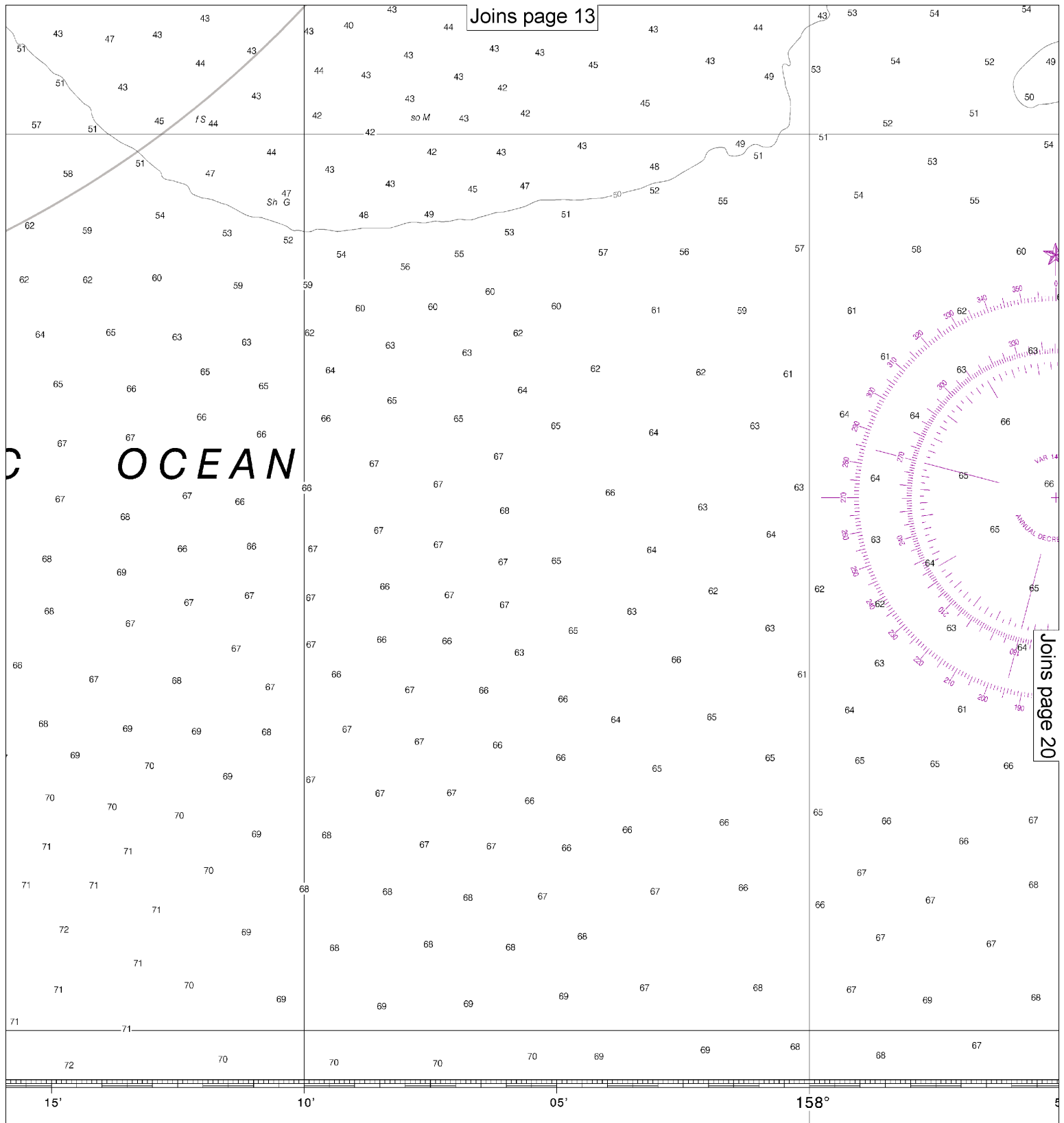
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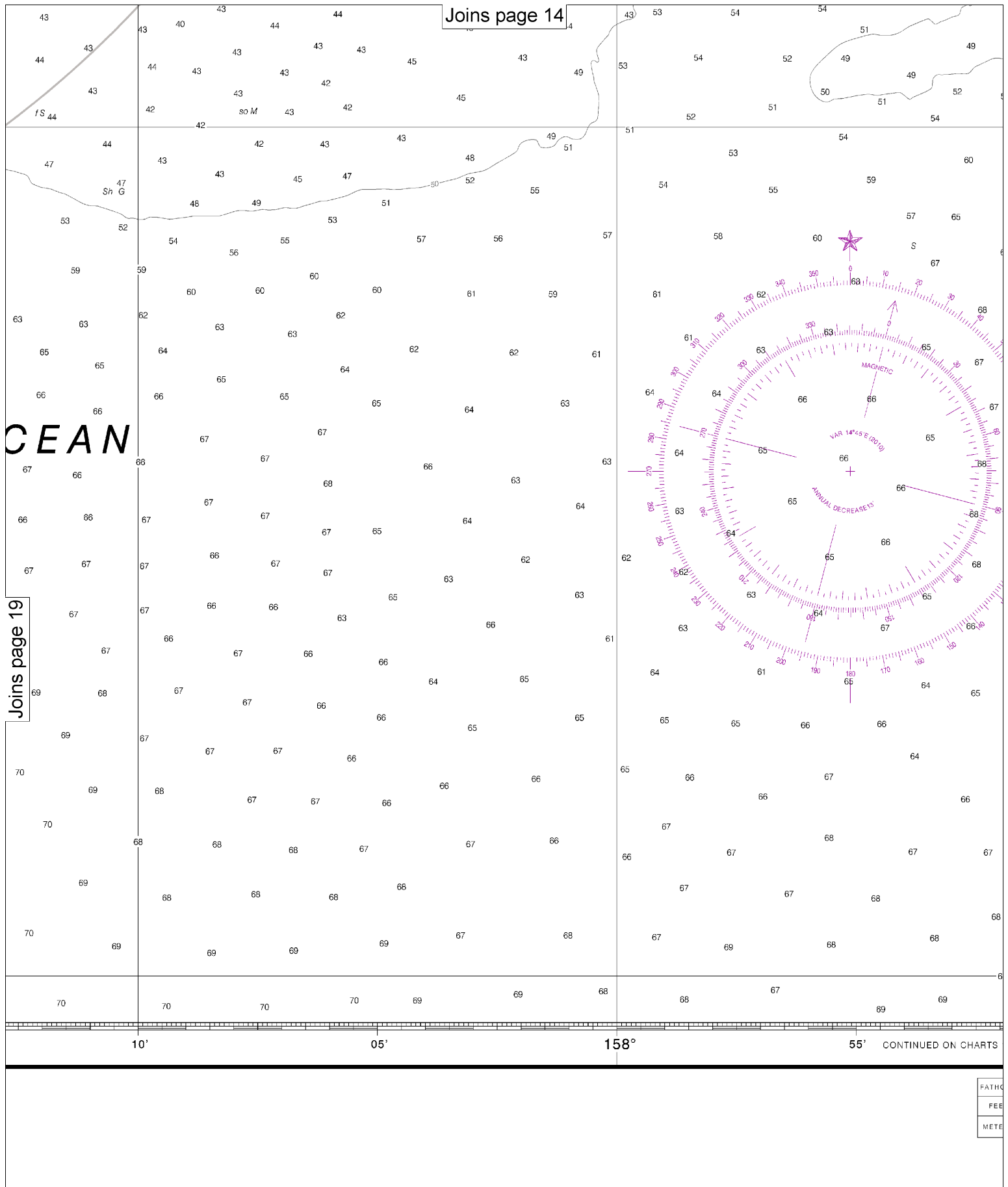
SCALE 1:80,000  
Nautical Miles

See Note on page 5.





Washington, D.C.  
 DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 COAST AND GEODETIC SURVEY  
 CHART SERVICE



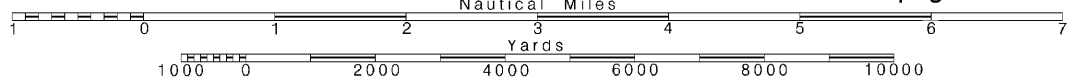
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Note: Chart grid lines are aligned with true north.

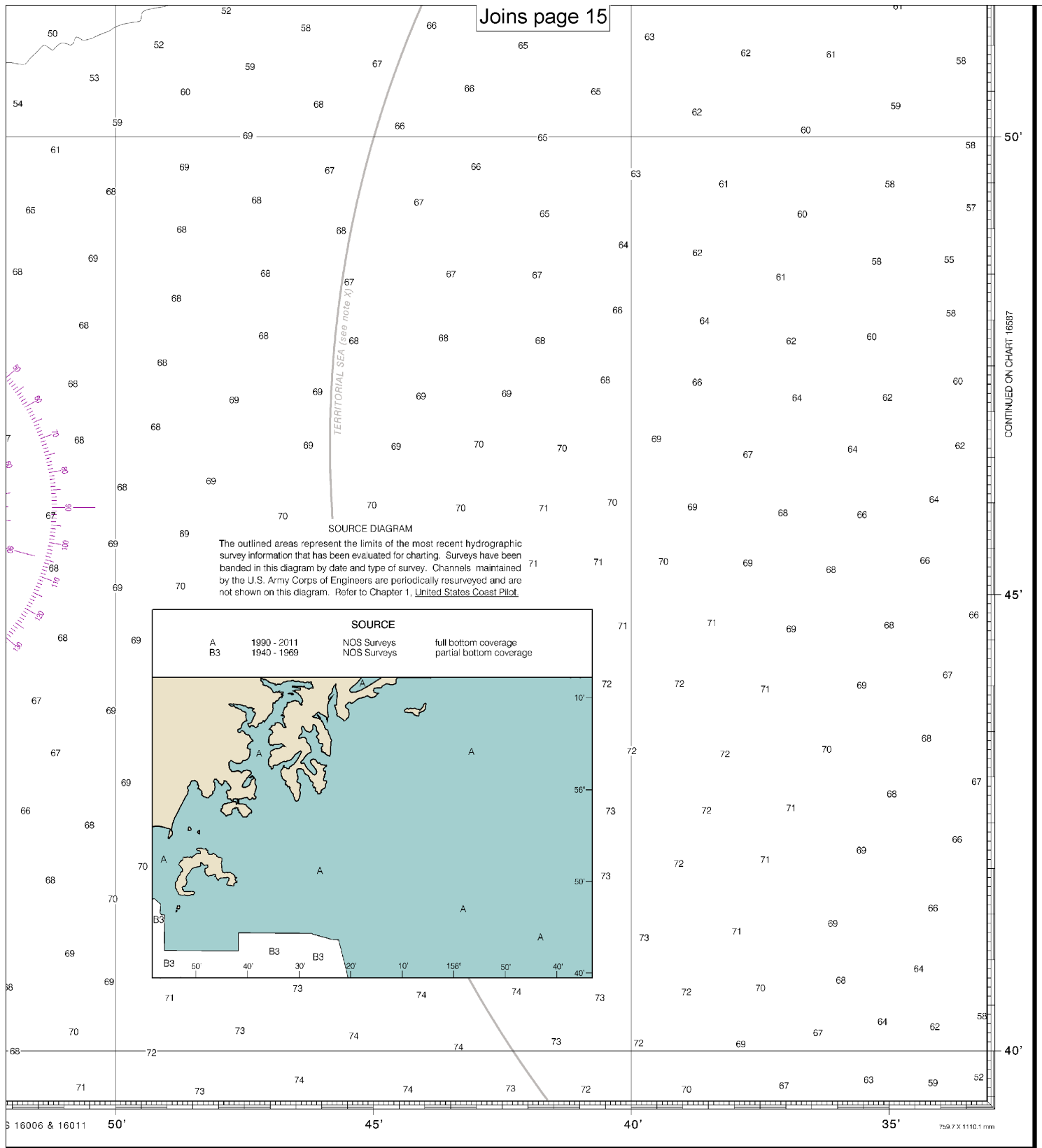
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.







FOOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
EET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
TERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Mitrofan Bay and Kuiukta Bay  
SOUNDINGS IN FATHOMS - SCALE 1:80,000

16561



EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.